







Approved Interim Approvals under 2009 MUTCD

IA Number	Subject of IA	Image	Date Approved	Applicable to	Notes
IA-5	Clearview Lettering		Interim Approval reestablished March 2018	VDOT and all other local jurisdictions	<ul style="list-style-type: none"> Clearview Lettering shall be as per the latest effective revision to IIM-TE-337.
IA-17.3	Three-Section Flashing Yellow Arrow Signal Faces	 <div style="display: flex; flex-direction: column; align-items: center; margin-left: 10px;"> <div style="display: flex; align-items: center; margin-bottom: 5px;"> R </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> Y or FY </div> <div style="display: flex; align-items: center;"> G </div> </div>	October 20, 2014	VDOT only **	<ul style="list-style-type: none"> Three-section FYA signal faces at VDOT-maintained traffic signals shall be as per IIM-TE-381.
IA-15.5	Alternative Design US Bike Route (M1-9) sign		April 1, 2014	VDOT and all other local jurisdictions	<ul style="list-style-type: none"> Existing black M1-9 signs may remain until the end of their useful life. Black M1-9 signs should be used for maintenance replacement of isolated signs on existing US Bike Routes (USBRs) currently using black M1-9 signs. Green M1-9 signs are recommended for new or realigned USBRs.
IA-13.9	Electric Vehicle Charging General Motorist Services Sign		March 20, 2015	VDOT and all other local jurisdictions	<ul style="list-style-type: none"> At this time, electric vehicle charging station General Motorist Services signs are not approved for use in the Integrated Directional Signage Program.
IA-14.94	Green Colored Pavement for Bike Lanes		July 15, 2016	VDOT and all other local jurisdictions	<ul style="list-style-type: none"> Interim Approval is only for use of green colored pavement to supplement (not replace) the white lines used to denote bicycle lanes. This Interim Approval does NOT give approval for other experimental bicycle treatments such as two-stage left turn boxes. Experimental treatments must be

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					<p>submitted to FHWA as a Request to Experiment.</p> <ul style="list-style-type: none"> • Green colored pavement should be used sparingly. • If installed by permit on VDOT roads, the locality requesting the permit must agree to maintain the green colored pavement. • Green colored pavement shall meet FHWA chromaticity and skid resistance requirements.
IA-19.4	Alternative Signal Warrant 7, Crash Experience		July 12, 2017	VDOT and all other local jurisdictions	<ul style="list-style-type: none"> • Refer to IIM-TE-387 for additional information on preparation of Signal Justification Reports
IA-21.12	Rectangular Rapid Flashing Beacons (RRFBs)		April 9, 2018	VDOT and all other local jurisdictions	<ul style="list-style-type: none"> • RRFBs on VDOT-maintained roads shall be as per IIM-TE-384. • Refer to FHWA Interim Approvals web page for various Official Interpretations relative to RRFBs. • IA approval is only for use of yellow RRFBs in conjunction with pedestrian crossings. CO-TED must request a Request to Experiment before use of red RRFBs in conjunction with wrong-way signs can be considered.

****** Localities that maintain their own roads must separately request Interim Approval before using these devices on locality-maintained roads

Requirements for all Interim Approvals

- Abide by the specific conditions of each IA as per FHWA's [Interim Approval website](#)

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- Maintain a list of all locations where the devices have been installed. VDOT Regions are responsible for maintaining the list of locations for IA devices, including devices installed by localities that maintain their own roads.
- Agree to modify or remove the device if FHWA chooses to require such action in conjunction with issuance of a Final Rule or if FHWA terminates the Interim Approval due to safety concerns.